emergencies like hijacking, bomb threat, crash accident, disabled aircraft removal, building fire and aircraft fire, non scheduled suspicious aircraft, etc.

(b) No, Sir.

(c) and (d) Aircraft emergencies are dealt as per the prevailing international norms stipulated by ICAO/DGCA/BCAS.

Dues of Airlines

294. SHRI M.V. MYSURA REDDY:
SHRI NANDAMURI HARIKRISHNA:
Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Kingfisher Airlines owes Rs. 785 crores to various public sector oil companies and to Airports Authority of India (AAI);

(b) if so, the details of Kingfisher and other Airlines owe to oil companies and AAI as on 31 March, 2009;

(c) what are the penal provisions to be imposed in case an airline fails to pay its dues to Government or PSUs which are under control of Government; and

(d) what action his Ministry has taken against the above defaulting airlines?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Kingfisher Airlines owes Rs. 181.43 crores to Airports Authority of India (AAI) and Rs. 807.50 crore to Oil Marketing Companies (OMCs) as on 31st March, 2009.

(b) The details of dues owed by airlines to Airports Authority of India as on 31.03.2009 are: Go Air - Rs. 818.20 lakhs, IndiiGo - Rs. 517.07 lakhs, Jet Airways - Rs. 2208.84 lakhs , Jet Lite - Rs. 141.07 lakhs, Kingfisher - Rs. 18143.11 lakhs, Paramount Airways - Rs. 1222.63 lakhs, SpiceJet- Rs. 1385.70 lakhs & NACIL - Rs. 59925.58 lakhs.

The details of dues owed by airlines to OMCs as on 31.03.2009 are: NACIL - Rs. 542.07 crore, Jet Airways - Rs. 688.97 crore and Kingfisher Airlines - Rs. 807.50 crores.

(c) and (d) In case of default in payment of dues by Airlines, OMCs take action for recovery of dues in line with the mutually agreed commercial terms between the airlines and OMCs. The defaulting Airlines are also put on 'Cash & Carry' and interest is recovered on all overdue payments.

In case of failure of airlines to pay the dues to AAI, the AAI levies interest for the over-due period on the defaulting airlines. The security deposit furnished in form of Bank Guarantee/FDs is en-cashed wherever necessary. Security Deposit in respect of defaulting airlines is suitably increased based on their operations/dues. If necessary, airlines operations are put on Cash & Carry basis.

However to resolve the issue of outstanding dues, an arrangement had been worked out between Ministry of Petroleum & Natural Gas and Ministry of Civil Aviation in a meeting held on 22nd

October 2008 for clearing the outstanding dues of airlines with the oil companies. The arrangements for providing Airlines some times to pay their dues was upto 31st March 2009. As such, OMCs were allowed to get into individual commercial agreement with the airlines after 31st March 2009. The matter of dues were taken up by the Ministry of Civil Aviation with the airlines and they were advised to have discussion/negotiation with OMCs and resolve outstanding issues to the satisfaction of both the parties. They were also advised to clear their outstanding dues promptly.

Financial Package for Air India

295. SHRI T.T.V. DHINAKARAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India has sought financial package and soft loan from Government;

(b) if so, the details thereof; and

(c) the decision taken regarding bail out package to Air India?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Air India had sent a proposal in October, 2008 for an Equity capital of Rs.1231 crores and provision of soft loan of Rs.2750 crores.

(c) National Aviation Company of India Limited has been advised to formulate a concrete proposal for equity induction and provision of loans, before the Government can take a final decision.

Stake in domestic carriers by foreign airlines

296. SHRI M.V. MYSURA REDDY:
SHRI NANDAMURI HARIKRISHNA:
Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that his Ministry has requested Government of India for allowing foreign airlines to acquire 49 per cent stake in domestic carriers;

(b) if so, the details of the proposal;

(c) whether it is also a fact that Air India has asked for infusion of funds to the tune of Rs. 14,000 crores for its bailout or allowing Foreign Direct Investment (FDI) in Air India; and

(d) if so, why the Ministry hanging on both the options?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) No. However, the proposal to allow foreign airlines to invest in domestic airline is under examination.

(c) and (d) National Aviation Company of India Ltd. has been advised to formulate a concrete proposal for induction of equity and loans.